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**REMARKS/ARGUMENTS**

This case has been carefully reviewed and analyzed, and reconsideration and favorable action is respectfully requested.

**CLAIM REJECTION UNDER 35 U.S.C. 102(b)**

Claims 1-3, 7 and 9 were originally rejected under 35 U.S.C. 102(b) as being anticipated by Van der Zanden.

**CLAIM REJECTION UNDER 35 U.S.C. 103(a)**

Claims 6, 8 and 10-12 were originally rejected under 35 U.S.C. 103(a) as being unpatentable over Zanden in view of Bullat.

In addition, claims 1-4, 7 and 9 were originally rejected under 35 U.S.C. 103(a) as being unpatentable over Welfonder in view of Zanden.

In addition, claim 5 was originally rejected under 35 U.S.C. 103(a) as being unpatentable over Welfonder in view of Zanden, and further in view of Popat.

In addition, claims 6, 8 and 10-12 were originally rejected under 35 U.S.C. 103(a) as being unpatentable over Welfonder in view of Zanden, and further in view of Bullat.

Responsive to this, claim 1 is amended so as to make the claimed invention more distinguishably patentable over the prior art references cited by the Examiner. In addition, new claims 13 and 14 are added so as to make the claimed invention more distinguishably patentable over the prior art references cited by the Examiner. Applicant also submits the following comments.

The claimed invention discloses "a Venetian blind, comprising a main body, a transmission mechanism, and a motorized drive mechanism, wherein: the main body includes a headrail, a plurality of slats mounted on the headrail, and a roller rotatably mounted in the headrail and connected to the slats for lifting and lowering the slats by rotation of the roller; the transmission mechanism is mounted on the main body and includes a shaft tube secured on the roller of the main body for rotating the roller of the main body, and a driven wheel secured on an end of the shaft tube for rotating the shaft tube; and the motorized drive mechanism is attached to a side of the main body in parallel with the transmission mechanism and includes a motor, a drive wheel mounted on and rotated by the motor, and a driving member mounted between the drive wheel and the driven wheel of the transmission mechanism so that the driven wheel of the

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transmission mechanism is rotated by the drive wheel of the motorized drive mechanism" as disclosed in the amended claim 1.

With reference to the Zanden reference, it disclosed a window unit comprising upper, lower, and two side frame members 12, 14, 16 and 18 connected together at their corners by suitable corner members. At least one of the corner members comprises an electric motor unit 34 including a housing 36, and an electric motor 38 mounted in the housing 36. The housing 36 has two tongues 40 and 42 engaged in the end of the upper frame member 12 and the side frame member 18 to form a corner unit. The electric motor 38 is associated with a gear train 44 including intermediary spur gears 46. The final drive from the spur gears 46 is shown as a drive connection 48 which is connected to the upper support 26. The main part of the housing 36 is closed by a cover 50. One or more of the motor units 34 may be used to operate a lift mechanism 54 which is mounted in the upper support 26 slidably on a drive spindle 52 which is attached to one of the drive connections 48.

In comparison, in the Zanden reference, the lift mechanism 54 has a drive spindle 52 attached to one of the drive connections 48 of the electric motor unit 34, but the lift mechanism 54 is not provided with a driven wheel secured on an end of the drive spindle 52.

Thus, the Zanden reference does not teach "a driven wheel secured on an end of the shaft tube for rotating the shaft tube" as disclosed in the amended claim 1 of the claimed invention.

In addition, in the Zanden reference, the electric motor unit 34 is perpendicular to the upper frame member 12, so that the electric motor unit 34 is not in parallel with the upper frame member 12.

Thus, the Zanden reference does not teach "the motorized drive mechanism is attached to a side of the main body in parallel with the transmission mechanism" as disclosed in the amended claim 1 of the claimed invention.

Further, the Zanden reference does not teach "the driven wheel is protruded outward from the support" as disclosed in the amended claim 2 of the claimed invention.

Further, in the Zanden reference, the housing 36 is engaged in the end of the upper frame member 12, so that the housing 36 is not detachably mounted on a side of the upper frame member 12.

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Thus, the Zanden reference does not teach “an attachment bracket detachably mounted on a side of the headrail of the main body in parallel with the transmission mechanism” as disclosed in the amended claim 3 of the claimed invention.

Further, the Zanden reference does not teach “the attachment bracket of the motorized drive mechanism has a substantially U-shaped cross-section” as disclosed in the claim 4 of the claimed invention.

Further, the Zanden reference does not teach “the drive wheel of the motorized drive mechanism is juxtaposed to the driven wheel of the transmission mechanism” as disclosed in the amended claim 7 of the claimed invention.

Further, the Zanden reference does not teach “the driven wheel of the transmission mechanism is protruded outward from the headrail” as disclosed in the new claim 13 of the claimed invention.

Further, the Zanden reference does not teach “the drive wheel is axially protruded outward from an end of the attachment bracket” as disclosed in the new claim 14 of the claimed invention.

With reference to the Welfonder reference, it disclosed a blind comprising a headrail 2 and a motor unit 4. The motor unit 4 has an aperture 10 through which a toothed drive gear 12 extends, and the end of the headrail 2 has a corresponding aperture allowing the toothed drive gear 12 of the motor unit 4 to mesh with a control gear in the headrail 2. In order to attach the motor unit 4 to the headrail 2, there is provided with a clip 14 and a latch 16. The motor unit 4 includes a first end assembly 42 and a second end assembly 44. The second end assembly 44 includes a gearing support structure 46 in which a main motor gear 48 and the toothed drive gear 12 are housed. The main motor gear 48 meshes with the toothed drive gear 12. A cap 54 may be screwed to the support structure 46 to enclose the main motor gear 48 and the toothed drive gear 12.

In comparison, in the Welfonder reference, the toothed drive gear 12 of the motor unit 4 directly meshes with the control gear in the headrail 2.

Thus, the Welfonder reference does not teach “the motorized drive mechanism includes a driving member mounted between the drive wheel and the driven wheel of the transmission mechanism so that the driven wheel of the transmission mechanism is rotated by the drive wheel

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of the motorized drive mechanism” as disclosed in the amended claim 1 of the claimed invention.

In addition, the Welfonder reference does not teach “the transmission mechanism further includes a support mounted in the headrail of the main body, the shaft tube is rotatably mounted in the support, and the driven wheel is protruded outward from the support” as disclosed in the amended claim 2 of the claimed invention.

Further, in the Welfonder reference, the housing 26 of the motor unit 4 has a closed cross-section.

Thus, the Welfonder reference does not teach “the attachment bracket of the motorized drive mechanism has a substantially U-shaped cross-section” as disclosed in the claim 4 of the claimed invention.

Further, in the Welfonder reference, the control gear of the headrail 2 is protruded outward from the headrail 2.

Thus, the Welfonder reference does not teach “the driven wheel of the transmission mechanism is protruded outward from the headrail” as disclosed in the new claim 13 of the claimed invention.

Further, in the Welfonder reference, the toothed drive gear 12 of the motor unit 4 is transversely protruded outward from the cap 54 of the second end assembly 44.

Thus, the Welfonder reference does not teach “the drive wheel is axially protruded outward from an end of the attachment bracket” as disclosed in the new claim 14 of the claimed invention.

With reference to the Popat reference, it disclosed an upwardly extending hook 21. Thus, the Popat reference does not teach “the attachment bracket of the motorized drive mechanism has two opposite sides and one of the two sides of the attachment bracket is formed with a downwardly extending hook hooked on an upper portion of the side of the headrail of the main body” as disclosed in the amended claim 5 of the claimed invention.

Therefore, from the above mentioned descriptions, it is apparent that the claimed invention has disclosed a Venetian blind whose structure and function are quite different from and patentably distinguishable over that of the Zanden and Welfonder references. It is believed that the Zanden and Welfonder references, whether taken alone or in combination with the Popat

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and Bullat references, do not provide the elements and objectives as are disclosed in the claimed invention, and cannot render obvious the claimed invention.

Accordingly, for all of the above-mentioned reasons, it is believed that the rejections under 35 U.S.C. 102(b) and 103(a) should be withdrawn, and the claims 1-14 should be allowable.

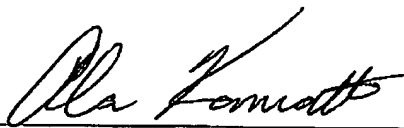
In view of the foregoing amendments and remarks, Applicant submits that the application is now in a condition for allowance and such action is respectfully requested. If any points remain in issue, which the Examiner feels could best be resolved by either a personal or a telephone interview, he is urged to contact Applicant's attorney at the exchange listed below.

Respectfully submitted,

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By



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